



RECEIVED

2003 FEB 21 A 10 06

January 30, 2003

Mr. George H. Person, Chief
Office of Defects Investigation
U.S. Department of Transportation
National Highway Traffic Safety Admin.
400 - 7th Street S.W.
Washington, DC 20590

03V-060 ① of ③

Dear Mr. Person:

Winnebago Industries submits the following report pursuant to Part 573 of the NHTSA regulations. The numbered paragraphs below correspond to those found at Part 573.5(c).

1. Winnebago Industries, Inc.
P.O. Box 152
Forest City, IA 50436
2. The motor vehicles potentially containing the defective component are: Winnebago Sightseer[™], Sunova[™], Brave[™], Sunrise[™], Adventurer[™], and SunCruiser[™]; 2000 through 2003 model year motor homes. These motor homes were built on Ford F53 chassis between August, 1999 and January, 2003. The vehicles were identified using the model number and production records showing VINs.
3. The total number of vehicles potentially containing the defective component is: 8,532.
4. It is estimated that 100 percent of the vehicles contain the defect.
5. The defect involves the Ford instrument panel, which may have a bulb missing from the "BRK" socket. Without the bulb in this socket, the brake warning indicator for a check indicator function and/or a low brake fluid condition will fail to illuminate. The brake warning indicator is intended to illuminate when the ignition key is turned to the ON, RUN, or START position and/or when the brake fluid is low. Federal Motor Vehicle Safety Standard (FMVSS) No. 105 S5.3 [Technical Standards Document (TSD) No. 105 S5.3 in Canada] specifies that this check of the brake warning indicator function and the low brake fluid indication be provided.
6. Winnebago discovered the defect as a result of a letter dated January, 2003 from Ford Motor Company.
7. Winnebago Industries will assist Ford to correct the situation by sending them a list containing the names and addresses of the owners and dealers who have the defective instrument panel installed in their motor homes. Winnebago Industries is currently repairing all the affected units we have in plant.

DJ506/1

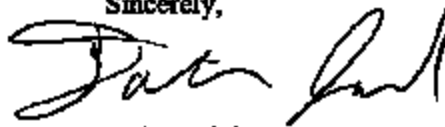
Mr. George H. Person, Chief
January 30, 2003
Page Two

03V-060 ② of ③

8. Enclosed is a copy of the Ford letter to Winnebago Industries.

Should you have any questions regarding this information, please contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read "Dale Jordal", written in a cursive style.

Dale Jordal
Product Safety Administrator

DJ506/2

Enclosure

c: Ray Beebe
Steve Evenson
Marv Nieman
Donna Bindel

Frank M. Ligon
Director
Vehicle Service and Programs
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

TO: All F53 Chassis Final Stage Manufacturers
ATTN: Warranty Administrator

January 2003

SUBJECT: Certain 2000 through 2003 Model Year F53 Chassis - Brake Warning Indicator

AFFECTED VEHICLES

Certain 2000 through 2003 model year F53 Chassis built at the IMMSA and Detroit Chassis Plant from May 13, 1999 through October 22, 2002 and assembled at the final stage manufacturer.

NON-COMPLIANCE

The instrument panel, as shipped by Ford, may not be wired correctly to illuminate the brake warning indicator for a check indicator function and/or a low brake fluid condition on the affected vehicles. The brake warning indicator is intended to illuminate when the ignition key is turned to the ON, RUN, or START position and/or when the brake fluid is low. Federal Motor Vehicle Safety Standard (FMVSS) No. 105 S5.3 (Technical Standards Document (TSD) No. 105 S5.3 in Canada) specifies that this check of the brake warning indicator function and the low brake fluid indication be provided. As described in the Incomplete Vehicle Manual, the final stage manufacturer is responsible for certifying compliance to Federal and Canadian Motor Vehicle Safety Standards. As a final stage manufacturer, your company will need to determine whether any vehicles do not comply with these standards.

SERVICE ACTION

If a noncompliance exists, you will need to notify the National Highway Traffic Safety Administration (NHTSA) (Transport Canada for vehicles destined for Canada), develop service procedures for your completed vehicles, and notify your dealers and customers. To correct this condition, the brake warning indicator bulb from the right side indicator position must be transferred to the left side indicator position of the instrument cluster and the wire harness must be modified per the attached instructions. There are no parts required for this service procedure, however if the bulb is damaged during the transfer the replacement bulb part number is: F57Z-13B765-BA.

VIN LIST AND SAMPLE LETTERS

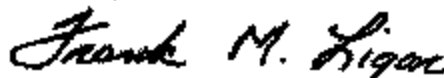
A VIN list has been provided to assist you in contacting customers of affected vehicles. If you would like an electronic file, call (734) 374-8305, or e-mail Ford@renkim.com to request a copy. Please have your Fleet Identification Number (FIN) available at the time of your request. Also, a sample 5 day letter to NHTSA and a sample customer letter are attached to assist you with developing your communications, in the event of a noncompliance.

If you require assistance in developing Recall and/or customer notifications for vehicles produced for Canada, please contact Transport Canada's Recall activity at 1-800-333-0510 or 613-993-9851.

ATTACHMENTS

Sample U.S. Customer Notification Letter
Technical Information
Sample 5 Day Letter to NHTSA
VIN list

Sincerely,



Frank M. Ligon



April 3, 2003

RECEIVED

2003 APR 16 P 1:16

OFFICE OF DEFECTS
INVESTIGATION

Mr. George H. Person, Chief
Office of Defects Investigation
U.S. Department of Transportation
National Highway Traffic Safety Admin.
400 - 7th Street S.W.
Washington, DC 20590

Dear Mr. Person:

RE: 02V-327 (Ford®)
03V-060 (Winnebago®)

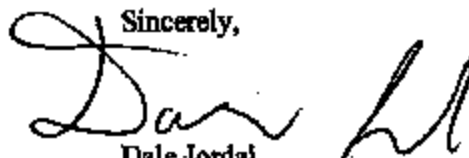
Winnebago Industries® submits the addendum to my January 30, 2003 (573) letter. The numbered paragraphs below correspond to those found at Part 573.5(c) that have been revised.

This addendum is necessary as Winnebago Industries will now be conducting our portion of Ford Recall Ref: 02V-327. It is my understanding that a group from NHTSA met Larry Henneberger and several RV manufacturers. From this meeting, a decision came from within NHTSA that the RV manufacturers were directed to conduct Ford's Recall 02V-327.

8. Winnebago Industries, Inc. will remedy this situation by sending out the Ford recall instructions to our dealers who will be implementing these recall repairs. Winnebago Industries, Inc. estimates the dealer letter will be mailed on or about April 25, 2003. The owner letter will be mailed two weeks later.
9. Enclosed is a copy of the dealer letter in draft form.
10. Enclosed is a copy of the owner letter in draft form.
11. The recall documents will carry the Winnebago Industries, Inc. Number 88.

Should you have any questions regarding this information, please contact the undersigned.

Sincerely,


Dale Jordal
Product Safety Administrator

DJ508

Enclosures

**RE: BODY SERIAL
CHASSIS SERIAL**

Dear Owner:

This notice is being sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Our records indicate that you have purchased a vehicle with the serial number which appears above.

REASON FOR THIS RECALL

Winnebago Industries, Inc. has determined that a defect which relates to motor vehicle safety exists in certain 2000 through 2003 Winnebago Sightseer™, Sunova®, Brave®, Sunrise®, Adventurer®, and Suncruiser® motor homes. These motor homes were manufactured September 2, 1999 through February 20, 2003. The defect involves the Ford® instrument panel, which may have a bulb missing from the "BRK" socket. Without a bulb in this socket, the brake warning indicator for a check indicator function and/or low brake fluid condition will fail to illuminate. The brake warning indicator is intended to illuminate when the ignition key is turned to the ON, RUN, or START position and/or when the brake fluid is low. Federal Motor Vehicle Safety Standard (FMVSS) No. 105 S5.3 [Technical Standards Document (TSD) No. 105 S5.3 in Canada] specifies that this check of the brake warning indicator function and the low brake fluid indication be provided.

WHAT WE WILL DO

Winnebago Industries, Inc. dealers will inspect the instrument panel and, if necessary, reinstall the bulb and 12-pin connector in the correct socket at no charge to you.

WHAT YOU SHOULD DO

Please contact your Winnebago Industries, Inc. dealer immediately to arrange for an appointment. The labor time necessary to perform this correction will be approximately one hour. Please allow time for the dealer to process your vehicle.

Winnebago Industries, Inc. dealers are best equipped to obtain parts and provide service to ensure your vehicle is corrected as promptly as possible. HOWEVER, if you take your vehicle to the dealer on the agreed date and he does not service this condition on that date or within five days, we recommend you contact Winnebago Industries, Inc., Attn.: Owner Relations Representative (641-585-6939). If you are still unable to obtain such installation without charge to you and within a reasonable time, you may contact the Administrator, N.H.T.S.A., Washington, DC 20590, or call toll free, Auto Safety Hot Line, 888-327-4236.

Presentation of this letter to the service center will assist in making the necessary correction to your vehicle in the shortest possible time. If you have sold or traded your vehicle, please let us know by completing the postage-paid owner reply card and returning it to us.

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products. This letter does not constitute an acknowledgment of legal liability.

Winnebago Industries, Inc.
Forest City, Iowa 50436

DJ168/4

TO: Winnebago Industries, Inc. Dealers

SUBJECT: Campaign #88 -Ford® F53 I.P. Brake Warning Indicator

The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle which is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the owner has tendered it for repair. A failure to adequately repair within 60 days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time.

If the condition is not adequately repaired within a reasonable time, the owners may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation.

To avoid having to provide these burdensome solutions, every effort must be made to promptly schedule an appointment with each owner and to repair their vehicle as soon as possible. As you will see in reading the enclosed copy of the letter which is being sent to owners, the owners are being instructed to contact Winnebago Industries, Inc. if you do not remedy the condition within five days of the mutually agreed upon service date. If the condition is not remedied within a reasonable time, they are instructed on how to contact the National Highway Traffic Safety Administration.

REASON FOR THIS RECALL

Winnebago Industries, Inc. has determined that a defect which relates to motor vehicle safety exists in certain 2000 through 2003 Winnebago Sightseer™, Sunova®, Brave®, Sunrise®, Adventurer®, and Suncruiser® motor homes. These motor homes were manufactured September 2, 1999 through February 20, 2003. The defect involves the Ford instrument panel, which may have a bulb missing from the "BRK" socket. Without a bulb in this socket, the brake warning indicator for a check indicator function and/or low brake fluid condition will fail to illuminate. The brake warning indicator is intended to illuminate when the ignition key is turned to the ON, RUN, or START position and/or when the brake fluid is low. Federal Motor Vehicle Safety Standard (FMVSS) No. 105 S5.3 [Technical Standards Document (TSD) No. 105 S5.3 in Canada] specifies that this check of the brake warning indicator function and the low brake fluid indication be provided.

OWNER NOTIFICATION

Owners will be notified of this campaign on their vehicles by Winnebago Industries, Inc. For all units in your inventory, the notification will be mailed to you. **DO NOT DELIVER TO A CUSTOMER ANY SUBJECT UNIT UNTIL CORRECTIVE ACTION HAS BEEN TAKEN.** Enclosed is a list of vehicles shipped to you.

DEALER CAMPAIGN RESPONSIBILITY

Dealers are to service all vehicles subject to this campaign at no charge to owners regardless of mileage, age of vehicle, or ownership from this time forward.

Whenever a vehicle subject to this campaign is taken into new or used vehicle inventory, or it is in your dealership for service in the future, you should take the steps necessary to be sure the campaign correction has been made before reselling or releasing the vehicle. Owners of vehicles recently sold from your new vehicle inventory are to be contacted by the dealer, and arrangements made to make the required correction according to instructions contained in this campaign.

MEMORANDUM

Page Two

INSTRUCTION TO PERFORM CAMPAIGN #88

Affected Models:

Certain 2000 through 2003 Winnebago Sightseer, Sunova, Brave, Sunrise, Adventurer, and Suncruiser models built on a Ford F53 chassis on September 2, 1999 through February 20, 2003.

Repair Procedure:

Refer to instruction sheet for 12-pin connector and bulb revision/verification.

Parts Information:

There are no parts required for this recall; however, if the bulb is damaged during transfer, the replacement bulb is Ford P/N F572-13B765-BA.

REIMBURSEMENT

When the service has been completed, file the repair order that has the labor amount and labor operation number listed below. The repair order must be properly signed by both dealer and owner before it is submitted to Winnebago Industries®.

	<u>OPERATION NUMBER</u>	<u>TIME ALLOWANCE</u>
INSPECTION ONLY:	24880101	.4 hr.
-OR-		
INSPECTION AND REPAIR:	24880201	.7 hr.

Thank you for your cooperation.

Winnebago Industries, Inc.
Forest City, Iowa 50436

DI168/3

Enclosures

INSTRUMENT CLUSTER BRAKE WARNING LAMP CIRCUIT REVISION

AFFECTED VEHICLES: CERTAIN 2000 THROUGH 2003 MODEL YEAR
F-53 CHASSIS VEHICLES

OVERVIEW

This procedure provides the detail for revising the brake warning lamp circuit. A bulb will be repositioned from one socket to another within the instrument cluster, and a single wire will be moved from one instrument cluster connector to another. A verification check will also be performed to ensure a proper repair.

SERVICE PROCEDURE

1. Install a memory saver and disconnect the battery negative cable.

NOTE

Due to the various F-53 chassis body builder configurations, specific detail for access to the instrument cluster will not be provided.

Gain access to and pull the instrument cluster back from the instrument panel.

NOTE: It is not necessary or desirable to remove the cluster from the finish panel, though positioning the shift lever to "1" may be helpful. This should provide suitable access to the repair area. See Figure 1.

2. Disconnect the C250A (black 12-pin connector) and C250C (white 12-pin connector) instrument cluster electrical connectors. See Figure 1.

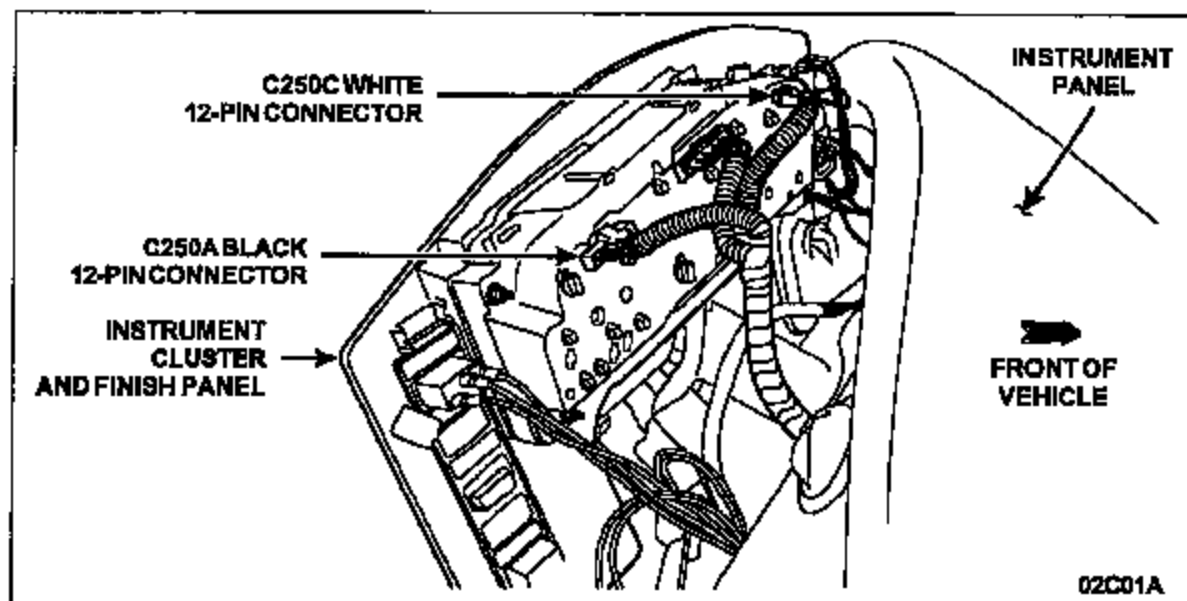


FIGURE 1

3. Remove the tape and the convolute from the C250A and C250C harnesses up to the point they join the main harness. Retain the convolute. It will be reinstalled. See Figure 2.

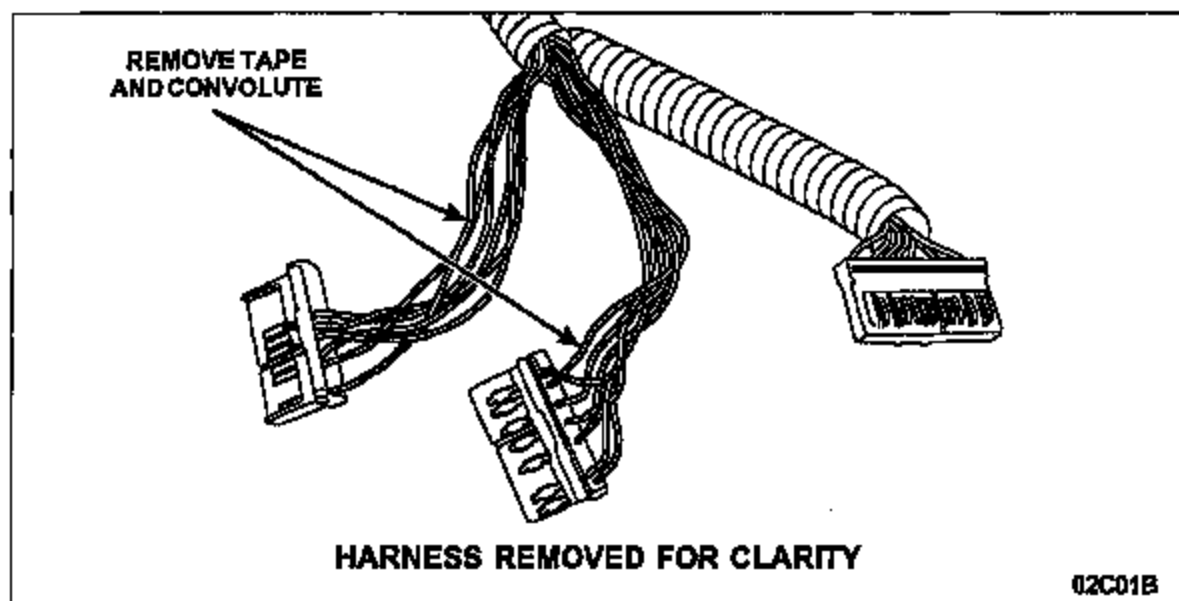


FIGURE 2



CAUTION!

DO NOT reference the published wiring diagrams as the information for these particular connectors may not be correct.

4. Open the black 12-pin connector locking clamp. See Figure 3.

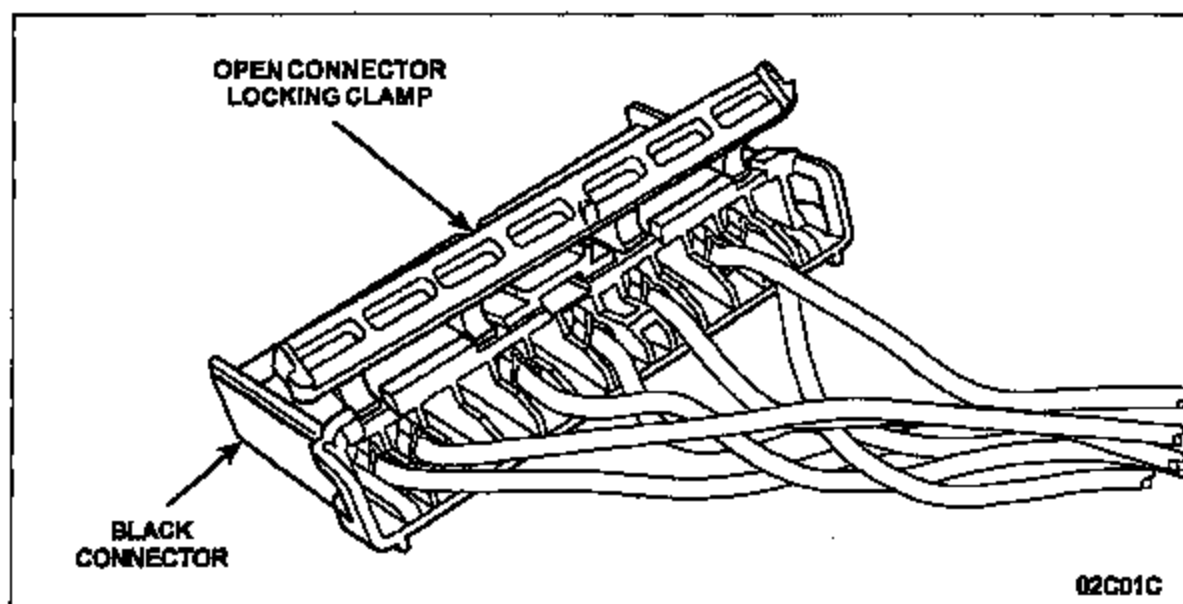


FIGURE 3

5. Remove the VIOLET/WHITE wire from cavity No. 3 by pushing the small release tab and pulling the wire out of the cavity. Then, close the locking clamp. See Figure 4.

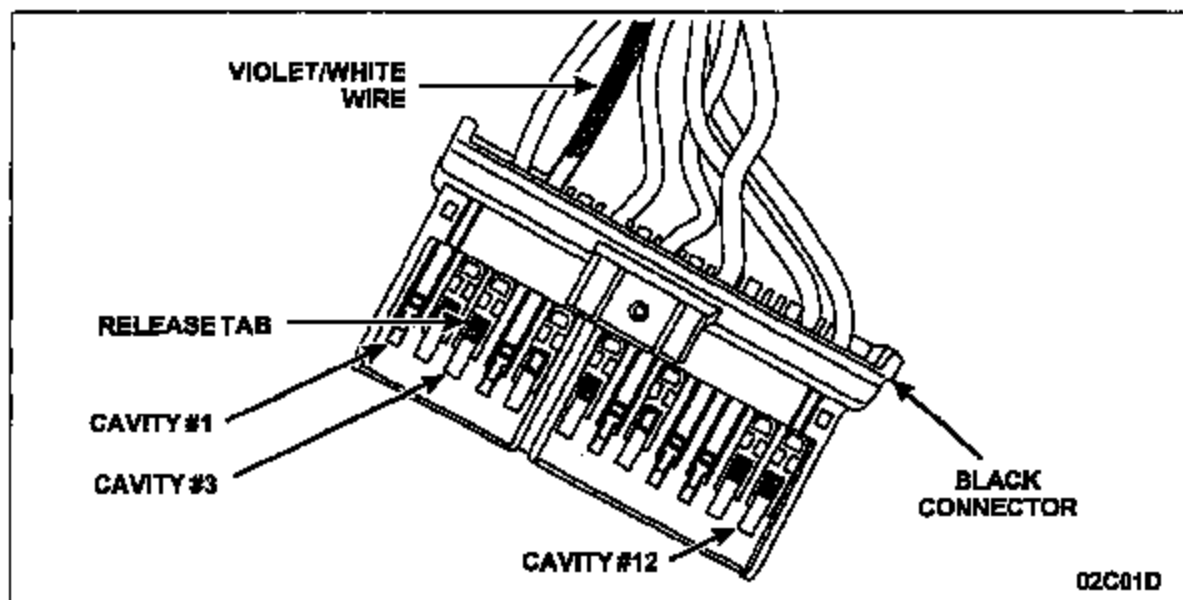


FIGURE 4

6. Open the white 12-pin connector locking clamp and install the VIOLET/WHITE wire into cavity No. 10. Pull the white wire with light force to make sure it is fully seated. Then, close the locking clamp. See Figure 5.

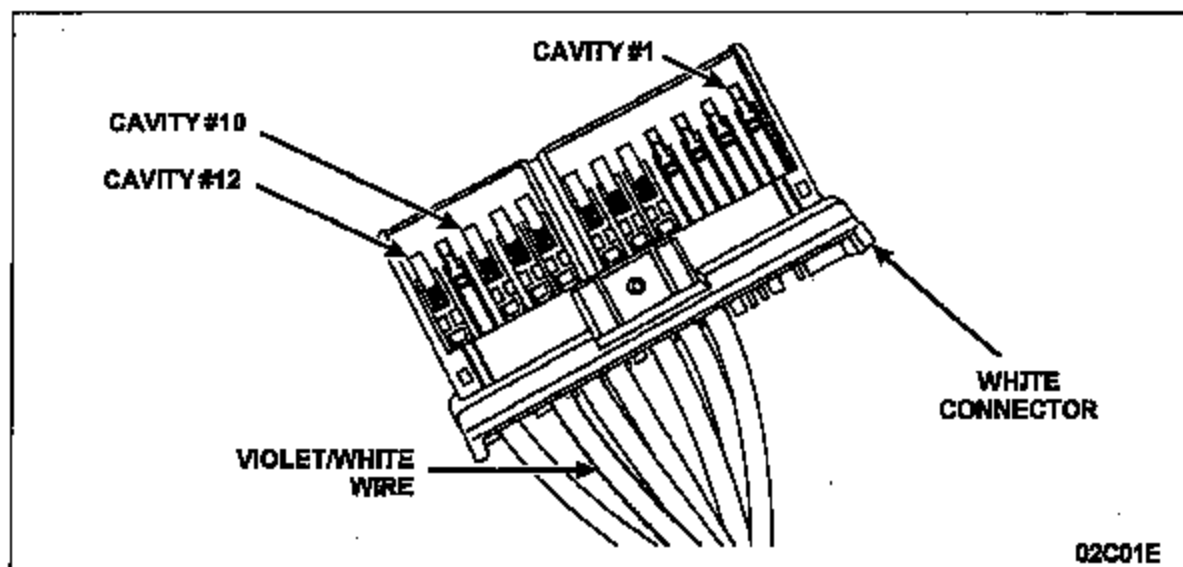
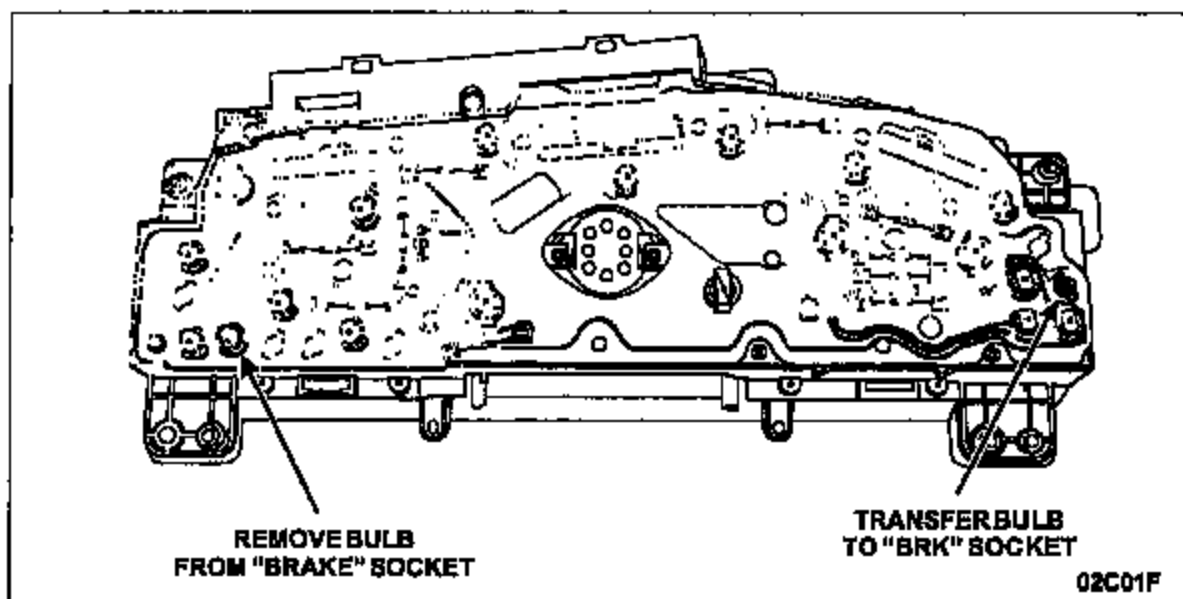


FIGURE 5

7. Install the convolute and retape both harnesses.
8. Remove the bulb from the "BRAKE" socket and transfer it to the vacant "BRK" socket located on the opposite side of the cluster. See Figure 6.



9. Connect the electrical connectors.
10. Reinstall the cluster and all trim removed during disassembly.
11. Connect the battery negative cable and remove the memory saver.

REPAIR VERIFICATION

These checks are to ensure the BRAKE warning lamp [with the exclamation point (E)] will illuminate under the proper conditions. The brake warning lamp should light under ALL of these conditions.

VEHICLES EQUIPPED WITH HYDRO-MAX

1. Make sure the parking brake is disengaged, then turn the ignition key to the ON position (do not start engine). The brake warning lamp (E) should illuminate along with the Hydro-Max warning lamp [with the lightning bolt (F)].
2. Start the engine and apply the parking brake. The brake warning lamp (E) should illuminate. Disengage the parking brake and the lamp should turn off.
3. With the engine still running, locate the 2-wire connector at the left side of the master cylinder and disconnect it. Ground the VIOLET/WHITE wire to the chassis. The brake warning lamp (E) should illuminate. Remove the ground, reconnect the connector and turn the engine off.

VEHICLES EQUIPPED WITH HYDRO-BOOST

1. Make sure the parking brake is disengaged, then while starting the engine, verify the brake warning lamp (E) illuminates when the ignition key is in the START position. Once the engine starts and the key is in the ON position, the lamp should turn off.
2. With the engine running, apply the parking brake. The brake warning lamp (E) should illuminate. Disengage the parking brake and the lamp should turn off.
3. With the engine still running, locate the 2-wire connector at the left side of the master cylinder and disconnect it. Ground the VIOLET/WHITE wire to the chassis. The brake warning lamp (E) should illuminate. Remove the ground, reconnect the connector and turn the engine off.